

BIG DEALS IN STOCKS

The Operations of Professionals
Caused Sharp Advances
in Prices.

INFLUENCE OF THE ELECTION

It Was Plainly Discernable.
Great Strength Shown by
Steel Stocks.

(By Associated Press.)

NEW YORK. Nov. 4.—There were some very large professional operations in stocks to-day, which were attributed to speculative pools, and sharp price advances resulted from these. The industrial absorbed much of the attention of the traders and were generally strong.

The railroads were decidedly in the back-ground. One or two points of strength appeared amongst them, but the railroad stocks generally were inclined to sag. The subduing influence of the coming election was plainly discernible in the disinclination to make commitments on the scale lately customary.

The pause in the advance inevitably brought about some realization in the railroad market.

The aggressive strength of the United States Steel stocks formed a broad underlying support for the whole market. The comparative firmness of the Southern Railroad group won out of the attention given to an unusual number of bumper cotton crops by the unoffical authority.

The money market continued very tranquil notwithstanding the heavy loss in cash by reason of the gold exports.

Profit-taking on the day's rise made the closing rates very much with the United States steel stocks at the highest prices.

Bonds were irregular. Total sales, par value \$5,555,000.

United States bonds were unchanged on call.

Total sales of stocks to-day, 1,739,000 shares.

MONEY AND EXCHANGE—CLOSE:

Money on call steady; 262 1/2 per cent;

closing bid and offered 2; time loans, steady; 60 and 90 days, 8 1/4 per cent; six months, 3 1/2.

Price of mercantile paper, 462 1/2 per cent; sterling exchange firm, with actual business in bankers' bills, at \$86,000.

\$456.50 for demand and at \$482,700-\$483.75 for 60 day bills. Postage rates, 484 1/2-485 and \$487.67. Commercial bills, \$383 1/2-\$374. Bar silver, \$2 Mexican dollars, 46 1/4.

RICHMOND STOCK MARKET.

Richmond, Va., Nov. 4, 1904.

SALES.

A. C. L. R. R. Cife, of Ind. 4-4,000 at 904. Virginia Centuries, 5,000 at 97.

STATE SECURITIES. Bld. Asked.

North Carolina, 4-4, 1910. 100 97.

N. & W. C. & R. 1922. 964 97.

Va. Centuries, 2-3, C. and R., 1901. 97 93 1/2.

CITY SECURITIES.

Richmond City, 1922. 100 100.

RAILROAD BONDS.

Atlanta & St. Louis, 1st, Te. R., 1910. 167.

A. C. & R. Corp., 4-4, 0-4, 0. 98.

Georgia Pacific, 1st, 63, C. 1912. 122.

Georgia & Western, 1st, 1912. 109.

Rich. and Mock, 1st, 1912. 57.

South-Bound 1st, 1912. 110.

Florida & Gulf, 1st, 1912. 104.

Wabash, C. & St. L. 1912. 115.

A. L. Con. 1st, 1912. 84 84.

RAILROAD STOCKS.

Atlanta & St. Louis, 1st, Te. R., 1910. 167.

A. C. & R. Certificates of Ind. 4-4, 0-4, 0. 98.

Georgia Pacific, 1st, 63, C. 1912. 122.

Georgia & Western, 1st, 1912. 109.

Rich. and Mock, 1st, 1912. 57.

South-Bound 1st, 1912. 110.

Florida & Gulf, 1st, 1912. 104.

Wabash, C. & St. L. 1912. 115.

A. L. Con. 1st, 1912. 84 84.

BANK AND TRUST COMPANIES.

Broad Street Bank. 25 25.

Union Bank of Richmond. 50 165 1/2.

Virginia Trust Company. 100 100.

INSURANCE COMPANIES.

Virginia Fire and Marine. 23 23.

MISCELLANEOUS.

American Locomotive. 100 97.

Consolidated T. & P. Co. 100 100.

Va. Car. Chem. Mfg. 100 100.

Va. Car. C. Co. Col. Tr. & P. Co. 99 100.

BALTIMORE STOCK MARKET.

Baltimore, Md., Nov. 4.—Seaboard Air Lines common, 464 1/2-465, preferred, 464 1/2.

Atlantic Coast Line common, 132 9/10.

COTTON MARKETS.

New York, Nov. 4.—The cotton market opened steady at a decline of 4 points to an average of 1 point, the decline being due to lower than expected importations and inflation as well as the call progress and immediately after its completion it became evident that there were more buyers present.

Market moved up the margin shortly after the opening and the market sold up to 100 or 3 points above the base price of the previous day, while the general market was still in a state of quiet. Recent rains also had a tendency to curtail speculation. Most of the selling during the early session was thought to come from Wall Street speculators, who at that level had turned easier and during the balance of the session showed a declining tendency, but the market was at first held in active, comparative quiet.

The close was steady, though prices were at practically the lowest of the session or a net decline of 120 points.

Receipts of cotton at the ports today were 51,612 bales against 42,332 bales and 810,000 pounds against 745,000 pounds.

For the week 45,000 bales against 29,187 last week and 26,217 last year. At New Orleans 12,200 bales against 11,833 last year, and at Houston 1,294 bales against 2,249 last year.

Cotton futures opened steady and closed steady.

Open. High. Low. Close.

November 9. 95 1/2 95 1/2 94 1/2 93 1/2.

December 8. 95 1/2 95 1/2 95 1/2 97 1/2.

January 9. 97 1/2 98 1/2 98 1/2 98 1/2.

February 10. 98 1/2 98 1/2 98 1/2 98 1/2.

March 10. 100 1/2 100 1/2 100 1/2 100 1/2.

April 10. 102 1/2 102 1/2 102 1/2 103 1/2.

May 10. 103 1/2 103 1/2 103 1/2 103 1/2.

June 10. 104 1/2 104 1/2 104 1/2 104 1/2.

July 10. 104 1/2 104 1/2 104 1/2 104 1/2.

Spot cotton closed quiet; middling uplands, 10 1/2; middling gulf, 16 1/2; small bales, 100 bales.

Cotton, quiet; middling, 10 1/2; gross receipts, 5,620 bales; sales, 600 bales; stock, \$2,885 bales; export to the Continent, 164 bales.

Total to-day at all seaports—Net receipts, 1,816 bales; export to Great Britain, 12,627 bales; to Japan, 9,697 bales; to Japan, 9,667 bales.

Total since September 1st at all seaports—Net receipts, 3,098,532 bales; export to Great

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:

	Open.	High.	Low.	Closing.	Bid.	Asked.
200 A. E. L. com.	100	110	100	110	100	111
6000 Amalgamated Copper	72 1/2	73 1/2	72 1/2	73 1/2	72 1/2	73 1/2
400 Amer. Car and Foundry	26 1/2	28 1/2	27 1/2	27 1/2	27 1/2	27 1/2
400 Amer. Cotton Oil	31 1/2	31 1/2	30 1/2	31 1/2	31 1/2	31 1/2
Amer. Shuffl.	146	160	130	130	130	130
100 Amer. Snuff, pfd.	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
1500 Amer. Can. pfd.	7	8	7	8	7	8
100 Amer. Can. pfd.	40 1/2	42 1/2	39 1/2	42 1/2	40 1/2	42 1/2
100 Amer. Locomotive com.	100	105	95	105	100	105
999 Amer. Locomotive, pfd.	58 1/2	59 1/2	57 1/2	59 1/2	58 1/2	59 1/2
999 Amer. Locomotive, pfd.	145	145	135	145	145	145
3500 Amer. Locomotive, pfd.	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
220 A. T. and S. Fe. com.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
220 A. T. and S. Fe. pfd.	94 1/2	95 1/2	94 1/2	95 1/2	94 1/2	95 1/2
1210 Baltimore and Ohio	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
35000 British Indian Trans.	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
300 Canadian Pacific	128 1/2	129 1/2	128 1/2	129 1/2	128 1/2	129 1/2
999 Chesapeake and Ohio	45	45	45	45	45	45
7100 Chi. Great Western	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
2000 Chi., Mill. and S. P.	170 1/2	171 1/2	171 1/2	171 1/2	170 1/2	171 1/2
3400 Colo. and Iron.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
1200 Colo. Southern, 1st pfd.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
500 Colo. Southern, 2d pfd.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
100 Clew., Chi. and S. L.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Cont. Tobacco, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
2000 Consolidated Gas	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
12000 Consolidated and Hudson	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
10000 Cotton, 1st	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
10000 Cotton, 2d	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
10000 Erie, com.	30 1/2	30 1/2	30 1/2	30 1/2</		